

walk out, and thus making it unlikely that a strike would be joined by more than one-fourth of the country's railroad employees, probably would affect any action to be taken by the signalmen, Mr. Helt said.

"We feel the same way as the shop crafts—that a strike now on a wage question alone may not be advisable and that among the most important things to be considered are the working conditions. The labor board is expected to rule on that question soon."

While no official announcement was made by the labor board, it is intimated by members that the decision on rules and working conditions will not be forthcoming until after October 30, the date set for the proposed strike by the "Big Four."

Members let it become known that all decisions on questions on which there might be a strike will be withheld until after that date, explaining that in that way it was hoped the walkout would be averted, as the men have been ordered by the board not to strike until after the hearing of rail and union chiefs which starts Wednesday.

The board announced to-night that it was summing 1,400 general chairmen of the unions affected as well as the presidents. The sessions will be open to the public and a large attendance is expected.

Railroad officials expressed the belief to-night that the backbone of the proposed strike was broken when a majority of the standard union, which controls most of the railroad employees, decided not to strike October 20. Although a strike would affect all train service men, the board said that service would not be impaired for more than a day or two and that these men would be quickly replaced.

Possibility that the situation on the "Brotherhood of Locomotive Engineers" a sixty-seven mile line in Louisiana, which recently installed the open shop, would be brought to the attention of the Labor Board again, caused interest among board members when they saw the despatches from Cleveland to that effect.

The board members said they considered that matter settled, for after recently ordering the open shop announcement annulled, they received word that the thirty employees were satisfied and that there was no dispute. The board then withdrew the jurisdiction it had assumed, explaining that it could not act unless there was a dispute.

FREIGHT RATE CUT ORDERED IN WEST 16 Per Ct. Reduction in Grain Tariffs Specified.

WASHINGTON, Oct. 23.—The freight rate reduction referred to by President Stone of the Brotherhood of Locomotive Engineers was ordered by the Interstate Commerce Commission yesterday in deciding the freight rates to be paid by twenty-four Western State and agricultural organizations.

The petition was opposed by the railroad involved, because they felt that it would entail heavy financial loss at a time when they were not making a legitimate return and that it would not be particularly beneficial to the country.

The decision ordered a cut of approximately 16 per cent. "not later than November 20" in freight rates on grain, railroad products and haul throughout the Western half of the United States.

MEN TOLD TO IGNORE REFERENDUM BY ROADS

Brotherhoods Would Hide
Attitude on Strike.

Officials of the five railroad brotherhoods yesterday sent out instructions to their members in the Eastern railroad centers to refuse to participate in the referendum that executives are conducting in an effort to learn how many men are willing to remain at work and ignore a national strike order next Sunday. The referendum was ordered at a meeting here of the twenty-five general managers of the railroads of the Eastern half of the country.

The referendum was begun several days ago on the Delaware, Lackawanna and Western Railroad, according to an announcement by M. Rine, president of the General Managers Association. Mr. Rine stated that a "more or less satisfactory response" had been received from union men in the train service.

The railroads are conducting their referendum in a manner much similar to the general strike referendum conducted by the Brotherhood of Locomotive Engineers, bearing the question whether the worker wishes to remain at work in the event of a strike or in envelopes. The envelopes are distributed by mail, and other straw bosses throughout the railroad systems. The men are expected to mark the ballots and give their answers in the envelopes. The envelopes are then to be sealed in the envelopes and sent to division headquarters for a tally of the 100 per cent. union men and the men who intend to remain at work.

GENERAL STRIKE OFF, MINE MEN ANNOUNCE

PITTSBURGH, Pa., Oct. 23.—On the eve of a district convention of miners called to declare a general strike unless the Allen Coal Company immediately rescinded its demand for a 10 per cent. wage increase, the miners announced to-night that the strike order had been rescinded and all miners employed at the company's mines in Forest City and Morgantown would remain at work.

The convention was to have opened to-morrow in this city, but an agreement was reached late last night with the Allen Coal Company, and the miners returned to work.

ITALIAN DELEGATION LEAVES FOR PARLEY

ROME, Oct. 23.—The Italian delegation to the Washington conference, with the exception of Filippo Madi, former Minister of the Treasury, left Rome to-day for Chicago, where they will take passage on board the steamer Olympic for New York. Madi will leave later.

Geno Schuster, who will head the delegation, is quoted by the tempo as saying:

"Italy's presence in Washington will be for the purpose, above all, of maintaining Italy's prestige as a great world power, and the right and the duty to participate in the decision regarding world policies. There are questions not in the programme of the conference which are no less important than those which are. The principal one of these is the admission of the United States to the League of Nations."

"After the sad vicissitudes which Italy suffered at the hands of President Wilson, it is natural for Italians to move with caution in the new currents which might lead the United States into the League. With Wilson's fall his policies have been entirely abandoned."

The newspaper says Signor Schuster asserted that he hoped a modus vivendi would be found which would modify the spirit and letter of Article X.

COMMERCE BODIES CONDEMN STRIKERS

Chambers All Over Nation
Oppose Any Compromise
With Rail Unions.

MANY WELCOME FIGHT Good Time Now to Settle Issues Once and for All, Is View of Some.

WILL AID AUTHORITIES Despite Discomfort and Inconvenience, Public Would Benefit, Is One Opinion.

General condemnation of labor for its strike call and in many instances expression of the hope that a tieup will come and with it a fight to a decision on the questions involved are expressed in telegrams to The New York Herald from Chambers of Commerce all over the country.

The Merchants Association of this city, in a resolution made public yesterday, denounced the refusal of the railroad employees to obey the decree of the Railroad Labor Board and pledged itself to aid in preventing any interruption of transportation. Lewis E. Pierson, first vice-president of the association, called the meeting of the executive committee which adopted the resolutions.

Darwin P. Kingsley, president of the Chamber of Commerce of New York, said last night that, while the organization as such had not met to discuss the threatened strike, his personal opinion was that the country would be better off if the strike should occur. He said he believed the railroads could find men to run their trains.

"Strike would benefit public. Even though a strike should cause a great amount of discomfort and inconvenience," said Mr. Kingsley, "I believe we should have a showdown rather than accept a compromise or bow to the will of the unions. The public would benefit by a strike."

The resolutions adopted by the Merchants Association read in part as follows:

"Resolved, That this association vigorously asserts the right of the public to the continuous operation of transportation lines both by land and water as a public necessity of the highest importance, and protests against the assumption by any body of citizens of the right to suspend this service; and be it further

"Resolved, That this association calls upon the constituted Federal, State and local authorities to take such measures as may be necessary for the protection of life and property should an attempt be made to compel the cessation of transportation; and, be it further

"Resolved, That this association pledges itself to support and cooperate with the duly constituted authorities in every proper effort to continue the uninterrupted operation of the transportation lines."

Opinions of the heads of other civic organizations follow:

Nation's Institutions Menaced.
TO THE NEW YORK HERALD:
WASHINGTON, D. C., Oct. 23.—The real issue involved in the threatened strike of the railroad employees is whether this Government can sustain its institutions if one section of the community can by force impose its will upon the public and precipitate conduct which, if persisted in, will inevitably lead to public disaster. The merits of the controversy are comparatively unimportant. If the threat of a strike is attempted to be carried out every citizen of the country should see that such methods should be successful. The issue permits of no compromise.

The proposed strike is an attack on the citizens and Government of the United States. Any individual, group or class of citizens that attempts to take the public by the throat and coerce it is engaging in lawlessness and brutality, and its conduct will be characterized by all patriotic and loyal citizens.

Ready to Go to Mat With Labor.
TO THE NEW YORK HERALD:
BOSTON, Oct. 23.—The position of the Boston Chamber of Commerce in the threatened railroad strike is similar to the stand taken by the organization during the Boston police strike of two years ago. We feel that the same line should be maintained and that the men should not in the same determined way. The citizens of Boston know what the hardships of a strike against the public safety may mean to them. Yet they are willing to meet the challenge again if it comes.

A refusal to slide by a decision of a tribunal to whom labor submitted its side of the case would not only be a victory of fair dealing, but is a vindication of all conceptions of government, for it is fundamental that the decrees of a government tribunal must be respected and carried out.

Invokes Government's Power.
TO THE NEW YORK HERALD:
SAN FRANCISCO, Oct. 23.—The Chamber of Commerce of San Francisco has through its board of directors unanimously passed the following resolution and which will be backed by any further necessary action by our organization:

"Resolved, That the San Francisco Chamber of Commerce calls upon the state forces of government, Federal, State and municipal, to maintain law and order in the fullest and most effective manner possible, and to see that the entire power of government is permitted the railroads to operate their lines without interference, intimidation or coercion and that the President of the United States, the Governor of the State of California and the Mayor of the city of San Francisco be requested at once to use every means within their command as executives to that end."

Would Fight Strikers to Finish.
TO THE NEW YORK HERALD:
PITTSBURGH, Oct. 23.—While every one recognizes the fact that a universal

TEXAS RAIL STRIKE LEADER CALLED TO CHICAGO BY LEE

General Chairman of Trainmen Explains That Labor
Board's Request for Postponement Came
After Men Walked Out.

Special Despatch to THE NEW YORK HERALD.

SAN ANTONIO, Oct. 23.—H. D. Frame, general chairman of the railroad trainmen who struck on the International and Great Northern Lines at noon Saturday, was called to Chicago to-day by W. G. Lee, national president.

Lee's telegram to Frame came following a request last night from the railroad labor board which asked Frame to postpone his strike until after the hearing of the board on the strike.

Since Frame is the head of the men on strike along the entire 1,150 miles of the International and Great Northern, the matter of calling the men back to work practically is postponed until after his conference with the officials, who meet in Chicago Wednesday.

Before leaving Frame stated that everything has been quiet since the men laid down their tools Saturday noon and no trouble will result unless unscrupulous persons should take advantage of the trainmen's strike to commit offence.

All keys in the possession of striking switchmen at the time of the walkout have been gathered by the union officials and placed in a safe, where they remain locked up until called for by the railroad management. Frame said that this measure was not because it was thought the strikers would use them while off duty but rather as a precaution that they should not be where they would fall into the hands of malicious characters.

The strike was 100 per cent, according to reports in the hands of the general chairman to-day. The trainmen have elected officers for the strike. C. E. Duncan, switchman, was chosen president for the San Antonio division.

Railroad officials say they expect no trouble in operating passenger trains, but they admitted, however, that some delay will be caused in the transportation of freight. They advertised in the morning newspapers to-day for experienced railroad men to replace the strikers and said the advertisements would be carried throughout the week.

Union chiefs meet to see hope of truce.

Continued from First Page.

organizations reporting that they had been called by the railroad labor board to appear before that body in Chicago Wednesday, with approximately 600 general chairmen, the five chief executives of the brotherhoods, their vice-presidents and other grand officers, together with the 200 railroad executives.

It was said that approximately 1,000 officials of the unions and of the railroads have been called to appear.

Minimizes Shop Men's Act.
President Sheppard of the conductors, commenting to-day on the action of the men who voted against joining the strike, said:

"I do not construe their action to be a break with the brotherhoods. They are probably reserving to themselves the right to take action in the matter in their own way and pursuing their own tactics."

President Lee of the trainmen issued a statement to-day on the action of the men who voted against joining the strike, saying:

"It is to be wondered whether the public really understands the railway situation. There are many more men in the United States than there are all other train and yard service employees combined, and this class of service and the passenger service are the backbone of the country. The rates of wages paid.

"A through freight brakeman is paid at present \$4.48 for an eight hour day, or at the rate of 55 cents an hour. If the proposed wage cut is made effective, he will receive 51 cents an hour, or \$4.08 a day. Passenger service employees receive two cents an hour more than the local freight men, and yard men receive a slightly higher rate.

"This means that the bulk of the train service employees receive approximately \$2.75 a day for a six day week, and whatever is earned above that amount is through extra service. The service is paid for on a mileage basis, but not on an eight hour basis except for freight men, who are paid within 100 miles. Over time is not paid on a strictly eight hour basis, except in yard service and on runs up to 100 miles.

Ask Only Fair Day's Pay.
The low paid trainmen and yard employees have to meet the same high cost of living that the public must meet. They are asking only fair service conditions and a fair day's pay.

"The railroads do not tell the whole truth of daily wages paid when they quote higher amounts of wages earned because they do not say they represent time and extra time.

"There is an abiding faith in the fairness of the American people when they understand the truth of the situation. The railroad men have been paid the truth and can be proved."

**CANAL ADMINISTRATION
CHANGES ARE ORDERED**
Labor Agreements to Be Terminable on 30 Days Notice.

WASHINGTON, Oct. 23.—Changes in business management and governmental administration of the Panama Canal Zone, as recommended by the special War Department commission sent there to study conditions, were in part approved and ordered into effect to-day by Secretary Weeks. The War Secretary ordered Gov. Morrow to make certain changes in the staff of the zone, including the following:

To charge employees a moderate sum for quarters, light, fuel and other services; to discontinue the payment of a bonus to employees of the zone, as at present; to deal with the employees, whether union or non-union, "openly through committees or representatives of the employees and State authorities, whether representative of labor organizations or not; to follow in the matter of wages not necessarily the union rate in the United States, but a rate actually paid for similar service in Western countries; to enter into no agreement with labor which cannot be terminated at any time within thirty days on notice by the Governor.

**NO MOVE IN STRIKE
MADE IN WASHINGTON**
Dealings Seem to Be Up to
Labor Board.

WASHINGTON, Oct. 23.—A waiting attitude toward the impending railroad strike still prevailed in official circles to-day, and no movement in the situation of the Administration to leave all direct conduct of dealings with it to the railroad labor board was observable. The cut ordered by the Interstate Commerce Commission in Western rates remained the only salient move of the Government in the railroad situation since the strike call.

Calculations which, this prepared for the Association of Railway Executives, indicated that the freight decrease given Western shippers would make a difference of two cents a bushel on average shipment of wheat from producing districts and primary market centers.

What the future course of the Interstate Commerce Commission toward the strike will be, which are considered directly involved in the labor situation would be official observers were not disposed to predict, notwithstanding there were indications that an early decision might be reached by the Western rates remained the only salient move of the Government in the railroad situation since the strike call.

SOFT COAL OUTPUT GAINING.
Not Up to War Level, but 500,000
Tons Over Previous Week.

WASHINGTON, Oct. 23.—Bituminous coal production reached a level of 9,696,000 tons in the week ending October 15, the Geological Survey reported to-day, or more than 500,000 tons above the mark of the preceding week.

The increase, although sharp, does not bring production up to the war stimulated levels of the last few years.

2 SHOT AND BURNED IN 'FORT' BY POSSE

Negroes Killed After Murder
of Sheriff and Aid on Moon-
shine Raid.

BATTLE GOES ON 3 HOURS

Men in Barn Wound Nine, One
Seriously, in Fighting
Off Arrest.

Special Despatch to THE NEW YORK HERALD.
ORANGE, Va., Oct. 23.—Four men have been killed and nine wounded here as the result of an attempt by a sheriff's posse to arrest two negro moonshiners.

A serious race riot has been averted narrowly. The streets of the town are patrolled to-night by armed deputies sent from Richmond by Gov. Davis.

The two negroes had barricaded themselves in a barn outside the town limits, and, defying arrest, shot all who approached. They held out for more than three hours before they were finally either killed or burned to death in a fire which supposedly was started from the sparks of their own guns.

The dead are: W. C. Bond, Sheriff of Orange county; J. P. Boyer, sergeant of the town of Orange; Walter Ware, a negro, and an unidentified negro.

The wounded are all white, some of them among the most prominent citizens of the section. Only one, Stanley Carter, a prominent farmer, is seriously wounded, the others suffering from painful gunshot wounds.

The trouble started last night when Sheriff Bond and Sergeant Boyer went to arrest Ware on a charge of distilling liquor.

The officers left Orange about 5 o'clock yesterday in an automobile with a white chauffeur, who was left to wait for them. At 5 o'clock, when they had not returned, he became alarmed and went back into Orange hoping that they had returned by foot.

When they were not found he turned a posse, and went back in search of them. After hours of searching without success the party returned to Orange to await day and with the first light went back to the section in which the negro lived.

After a little hunt they came on the bodies of both Bond and Boyer, who had been killed by a gunshot. Without knowing where the shooting had taken place, they returned to Orange and notified the authorities, who immediately swore in deputies and the search was renewed.

After a short time the men saw a negro dart from a densely wooded patch of land and run toward an open hay barn on the property of J. P. Taylor, Richmond tobaccoist. Quickly gathering around the barn, the men demanded that the negro surrender. When there was no reply they thought he had not concealed himself in the barn and advanced on the two who were firing, wounding Stanley Carter and A. N. Boyd, who had been sworn in as deputies. Then the battle opened on both sides, the outcome being the death of the two negroes.

During the firing Ware's father was sent for and asked to intercede with his son and to promise that if he surrendered he would have protection and trial by law. The negro's reply was that if his father approached any closer he would kill him.

When the father attempted to get him to surrender, without avail, and it was not until he was either burned to death or killed that any one was able to approach the barn. The other negro, it is believed, was killed just before the barn caught fire.

**DRIVE AGAINST SUPPLY
OF BOOTLEGGER IS PLAN**
Numerous Arrests Expected
All Over Country.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., Oct. 23.

Prohibition enforcement officials, in a new plan of attack upon illegal liquor, announced to-night, enforcement personnel in the field will be managed for a drive on interested held responsible for large percentages of bootlegging evils.

Assistant Prohibition Commissioner James E. Jones said the 1,000 dry law field agents hereafter will be concentrated in an effective manner to detect violations among those suspected of being chief sources of supply for the bootleggers of the country.

James E. Jones said the long and arduous task of enforcing the prohibition law is being undertaken by the enforcement of the law in its war on bootleggers is that they have entirely too many concealed sources of liquor. Officials, he said, are convinced that only by checking the amount of liquor withdrawn from warehouses can it be possible to cut down bootlegging.

Beginning to-morrow there will be a series of raids on the country and distilleries. This is the start of a big drive to head off a large percentage of the whiskey that has been entering the bootleggers' market.

**HILLIS SAYS RAIL WAGE
MUST DROP LIKE REST**
Pastor Calls Strike Unfair to
Million Workers.

Special Despatch to THE NEW YORK HERALD.
HARTFORD, Oct. 23.—Mrs. Dorothy Hillis, who sought to identify herself some time ago as the missing Dorothy Arnold, returned to Middletown yesterday, but disappeared shortly after alighting from a train. She was in her husband's home, Duck Farm, Durham, Conn. He said he had heard she was in town, but had not seen her. She is believed to be stopping with Middletown friends.

Since she left her husband last spring the whereabouts of Mrs. Ingraham had not been known.

**GIRL BACK WHO POSED
AS DOROTHY ARNOLD**
Returns to Middletown, Conn.,
to Disappear Again.

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DIAZ, BEATTY AND JACQUES POSED BY EGAN, DIPLOMAT

Pennsylvania Station Master, to Help Camera Men Get
Photograph, Breaks Down Etiquette Before Three
Foreign Notables Leave for Washington..

Special Despatch to THE NEW YORK HERALD.

William Egan, station master, known to thousands of commuters and others who travel through the Pennsylvania Station, had many ticklish, diplomatic and difficult situations to handle in his long term of service. But it was doubtful if he ever was called on to extremes more tact than he demonstrated yesterday when New York's three distinguished visitors of last week—Admiral Earl Beatty of the British navy, Gen. Diaz, commander in chief of the Italian army, and Lieut.-Gen. Baron Alphonse Jacques of the Belgian army, who gave the Germans their first serious setback at Liege—went to Washington.

The notables, with their staffs, were due to leave in the morning at 9:30 on a special train with a special car for each party. A group arrived at the station separately, and each got a generous applause from the 2,000 or more persons gathered to glimpse the celebrities. It fell to the ubiquitous American camera man with the assistance of Egan's diplomacy, to get the three fighters together for the first time. Foreign military etiquette may have been shattered, but the result was agreeable.

Gen. Diaz, with his staff, was the first to arrive. The party went at once to the private car reserved for them and remained in semi-seclusion. Admiral Beatty arrived next, but instead of entering his car immediately, stood by the station platform and chatted with Egan. Gen. Jacques was at the other end of the platform with his aids.

The camera men were struck with an idea. Would it not be a fine piece of work to "make" the three in a group picture? Admiral Beatty agreed immediately when the proposal was broached. Gen. Jacques, through an interpreter, gave an equally ready assent, whereupon the camera men sought the aid of Gen. Diaz. One photographer rapped on the door of the General's car and explained to a be-ribboned attendant what he wanted. No, it could not be, if Gen. Diaz joined in a group photograph Admiral Beatty and Gen. Jacques must first come and pay their respects to Gen. Diaz in his car.

"Say," said the camera man, "don't you know the war's over. This is America. Let's cut the formality and be chummy. And let's hurry." Egan, sensing an awkward situation, went into the Italian General's car, and after some difficulty explained exactly what the camera men wanted. Egan's Italian isn't exactly perfect, but like every good railway man, he can make signs and signals. Moreover, Gen. Diaz has a comprehensive knowledge of signals himself and he caught the idea.

Brushing the overzealous Italian subaltern to one side, he stepped from his car and joined Admiral Beatty and Gen. Jacques. The three shook hands all round, the cameras clicked, and a minute or so later the trip to Washington began with everybody happy.

**PORT BOARD TO TAKE
CONTROL OF STRIKE**
Associations Called to Lay
Transportation Plans
To-morrow.

Railroad officials and union leaders, planning for the strike, are expected to meet for Wednesday in Chicago, and yesterday that their hopes were increasing that the threatened railroad strike would be averted.

Both sides, however, continued to strengthen their positions to be ready for a strike. Unemployment and the fact that the roads have so much time to make plans for combating the strike apparently have combined to weaken the confidence of some of the union officials.

E. H. Outerbridge, chairman of the Port of New York Authority, sent telegrams to more than a hundred agencies which handle food and fuel and controlling transportation factors in the eastern end of the port of New York district, asking them to quickly gathering a suggestion made on Saturday by Gov. Miller. They said:

The Governor has directed all appropriate State departments to cooperate with the Port Authority to coordinate all public and private means. You are urged to request to attend a conference at the offices of the Port Authority, at 2 P. M., on Wednesday, October 26, at 2 P. M., with representative members of your association or organization.

If unable to attend in person please send duly accredited representative of your organization to represent you. Very important in preparation of plans to be ready for emergency if it arises.

Mr. Outerbridge explained that the plans call for assembling information from the rail carriers, steamship lines, large canal lines, motor truck lines and all other types of carriers, with a view to coordinating the various transportation facilities with the commodities to be moved and distributed.

If the strike arises, Mr. Outerbridge said, the Port Authority will be ready to function as a "war board." The Port of New York district includes 103 municipalities in New York and New Jersey. Ending, he attached to Mr. Outerbridge's office expressed the belief that plans speedily could be worked out whereby the metropolitan district would suffer no serious privations in the event of a strike.

"The railroads will make a mistake if they draw their swords," declared L. L. Loree, president of the Board of the Hudson Railroad Company, addressing 600 residents of Montclair, N. J., at the Trinity Forum there last night. Mr. Loree predicted there would be no strike, and declared that railroad managers were trying to force a strike to bring about the "open shop." The railroads already had "the open shop," he said.

"Unless the unions change and are willing to obey the law, as the rest of us have to, they will find themselves arrayed against public sentiment," he said. "And they will live to regret it. I do not believe there will be a strike. Should one occur there will be no doubt of the outcome."

Mr. Loree declared twenty per cent. of the railroads were headed for recovery if rates are reduced and wages allowed to stand. The presence of the men out of work who went out in the "outlaw" strike of 1920 was a deterrent in any contingency, he said. The possibility of Government control, he said, was not influencing the men to any extent, though it might be influencing the labor.

One thing to the credit of railway unions, he said, was that they had never insisted on a closed shop, and men were employed regardless of their affiliation. This being the case, there was no reason for the railroads to bring about a strike to get the "open shop," as they already had it.

The Brotherhood of Locomotive Engineers met at 110 East 125th street and were in secret session for a long time. Officials said it was the regular monthly meeting and declined to make a statement.

**YOU DIDN'T THINK
WE MEANT YOU!**
WHEN we told you that milk contained all the vitamins known to science; when we explained why it should be included in the diet of every man and woman and child; when we showed that dieticians agreed that milk was a most vital food regardless of what other foods formed your diet; when we said that in and near New York the milk was as pure and good as any in the whole world and that everybody should drink a quart a day—you didn't think we meant you.

We did!

DAIRYMEN'S LEAGUE
CO-OPERATIVE ASSOCIATION, INC.
UTICA, N. Y.

OVINGTON'S
"The Gift